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IN THE APPLICATION

OF

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AND

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FOR A

PROTECTIVE METAL CAGE FOR MOTORCYCLES

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PROTECTIVE METAL CAGE FOR MOTORCYCLES

BACKGROUND OF THE INVENTION

1. FIELD OF THE INVENTION

The present invention generally relates to protective devices. More specifically, the present invention is drawn to a cage guard for a motorcycle, which guard functions to prevent damage if the motorcycle falls or is accidentally dropped.

2. DESCRIPTION OF THE RELATED ART

In the past, motorcycling was a sport that was embraced only by the traditional, relatively small, biking community. Recently however, biking has become the ``in'' sport for a huge segment of the middle-class, middle-age population. Like traditional bikers, the new ``kids on the block'' take pride in keeping their bikes in showroom condition. Unfortunately, the bike is sometimes inadvertently dropped or accidentally knocked over. Such mishaps result in dents, paint scrapes and other minor, but aesthetically impairing, incidents. The art would certainly welcome an unobtrusive device that would afford a degree of protection against such annoying mishaps.

There are many devices in the related art that are designed to provide protection for various areas of a motorcycle. For example, U.S. Patents numbered Re. 33,178 (Ahlberg) and 4,311,335

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(Winiecki) disclose protective apparatus that employ complicated bar assemblies. The disclosed assemblies almost totally encompass the motorcycles and distract from the aesthetic lines of the motorcycle.

U.S. Patent numbered 3,902,740 (Lucier et al.) shows U-shaped roll bar members mounted to the frame of a motorcycle. The members are designed to overlie only vulnerable portions of the engine.

U.S. Patent numbered 6,419,039 B1 (Wagner) is drawn to pre-molded plastic tubing adapted to provide protection for the chrome finish of motorcycle crash bars.

U.S. Patent numbered 1,941,801 (Harley) discloses a guard for that protects the rider's legs between the ankle and the knee in the event of an accident.

U.S. Patent numbered 4,852,900 (Nahachewski) is drawn to a frame for protecting the foot of a rider of an all terrain vehicle.

U.S. Patent numbered 2,171,042 (Minton) relates to a power-operated support for a two-wheeled vehicle. The support affords protection for the driver in case of an accident.

U.S. Patent Application Publication 2003/0121707 A1 (Miles) relates to a device adapted to specifically protect a motorcycle exhaust pipe.

None of the above inventions and patents, taken either singly or in combination, is seen to disclose a cage guard for a motorcycle as will subsequently be described and claimed in the instant invention.

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SUMMARY OF THE INVENTION

The instant invention comprises metal tubing bent and shaped to form a metal cage and mounted on a motorcycle. The cage functions to prevent damage to engine case covers, plastic parts, handlebars, pegs, levers, gas tanks, etc. in the event that the motorcycle is inadvertently dropped or accidentally falls over. If such mishaps occur, the motorcycle will rest on the cage instead of any of the motorcycle parts.

Fabricated in two identical halves, the cage is adapted to be bolted to the engine mounts on both sides of the motorcycle. The tubing in each half is bent and shaped to encompass the above-cited motorcycle parts, yet each half is compact and designed to conform to, rather than detract from the lines of the motorcycle. A rod connects the two halves at their lower ends. The rod extends through a space between the motorcycle's header and engine block.

Accordingly, the instant invention presents a protective device for a motorcycle, which device is compact, easy to install and remove and aesthetically pleasing. Fabricated from bent metal tubing, the invention to provides improved elements and arrangements thereof for the purposes described which are inexpensive, dependable and fully effective in accomplishing their intended purposes.

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A clear understanding of the present invention will become readily apparent upon further review of the following specification and drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

Fig. 1 is an environmental, perspective view of a motorcycle protective cage according to the present invention.

Fig. 2 is a perspective view of a motorcycle protective cage according to the present invention.

Fig. 3 is an exploded view of a motorcycle protective cage according to the present invention.

Similar reference characters denote corresponding features consistently throughout the attached drawings.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

Attention is directed to Figs. 1-3 wherein the protective cage of the present invention is generally indicated at **10**. Protective cage **10** is fabricated from bent tubular members. Although metal is the preferred material of choice, some space-age plastic materials may also be suitable. The cage comprises two identically configured parts **12** and **14**. Each part incorporates a substantially L-shaped member **16, 16a** that forms

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the upper portion of the respective part. Each member **16**, **16a** has a distal end that terminates in an engine mount point **18**. A proximate end of each member **16**, **16a** terminates in respective motor mount points **20**. Slightly bent tubular members **22** each have upper ends joined to members **16**, **16a** at the respective motor mount points **20** and extend downwardly therefrom. Members **22** have lower ends that are joined (welded) to respective first ends of C-shaped tubular sections **24**. The second ends of respective C-shaped members are joined, respectively, to members **16**, **16a**. A rod coupling **26** is disposed adjacent each juncture of section **24** and tubular member **22**. A tie rod **28** spans the space between couplings **26**.

As stated above and as best seen in Fig. 1, the cage functions to prevent damage to engine case covers, plastic parts, handlebars, pegs, levers, gas tanks, etc. in the event that the motorcycle is inadvertently dropped or accidentally falls over. The two parts **12**, **14** merely require a three point connection. The motor mount points **18** and **20** of each part are bolted to the engine mounts **30** on each side of the motorcycle (only one side is shown) for connection at two points. Rod **28** connects the two parts at their lower ends to form the third connection point. As pointed out above, rod **28** extends through a space between the motorcycle's header and engine block.

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It is to be understood that the present invention is not limited to the embodiment described above, but encompasses any and all embodiments within the scope of the following claims.

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